TABLE I—PLIES—Continued

Tire size	2 ply-4 ply (4 ply rating)		4 ply (6 ply rating)		4 ply (8 ply rating)	
	Maximum load	Maximum inflation pressure	Maximum load	Maximum inflation pressure	Maximum load	Maximum inflation pressure
195–15	1550	32	1680	36	1820	40
205–15	1700	32	1840	36	2000	40

[1] Dash Radial—Not an ''R'' Radial.

[37 FR 5952, Mar. 23, 1972, as amended at 37 FR 11775, June 14, 1972; 38 FR 2982, Jan. 31, 1973; 38 FR 6999, Mar. 15, 1973; 38 FR 9688, Apr. 19, 1973; 39 FR 1443, Jan. 9, 1974; 39 FR 3553, Jan. 28, 1974; 39 FR 36016, Oct. 7, 1974; 39 FR 39884, Nov. 12, 1974; 61 FR 29494, June 11, 1996]

EDITORIAL NOTE: For an interpretation of § 571.117, see 38 FR 10940, May 3, 1973.

§ 571.118 Standard No. 118; Power-operated window, partition, and roof panel systems.

S1. *Purpose and scope.* This standard specifies requirements for power operated window, partition, and roof panel systems to minimize the likelihood of death or injury from their accidental operation.

S2. *Application.* This standard applies to passenger cars, multipurpose passenger vehicles, and trucks with a gross vehicle weight rating of 4536 kilograms or less. The standard's requirements for power-operated roof panel systems need not be met for vehicles manufactured before September 1, 1993.

S3. *Definition.* ''Power operated roof panel systems'' mean moveable panels in the vehicle roof which close by vehicle supplied power either by a sliding or hinged motion, and do not include convertible top systems.

S4. *Operating requirements.* Except as provided in S5, power operated window, partition, or roof panel systems may be closed only in the following circumstances:

(a) When the key that controls activation of the vehicle's engine is in the ''ON'', ''START'', or ''ACCESSORY'' position;

(b) By muscular force unassisted by vehicle supplied power;

(c) Upon continuous activation by a locking system on the exterior of the vehicle;

(d) Upon continuous activation of a remote actuation device, provided that the remote actuation device shall be incapable of closing the power window, partition or roof panel from a distance of more than 6 meters from the vehicle;

(e) During the interval between the time the locking device which controls the activation of the vehicle's engine is turned off and the opening of either of a two-door vehicle's doors or, in the case of a vehicle with more than two doors, the opening of either of its front doors;

(f) If the window, partition, or roof panel is in a static position before starting to close and in that position creates an opening so small that a 4 mm diameter semi-rigid cylindrical rod cannot be placed through the opening at any location around its edge in the manner described in S5(b); or

(g) Upon continuous activation of a remote actuation device, provided that the remote actuation device shall be incapable of closing the power window, partition or roof panel if the device and the vehicle are separated by an opaque surface and provided that the remote actuation device shall be incapable of closing the power window, partition or roof panel from a distance of more than 11 meters from the vehicle.

S5. (a) Notwithstanding S4, a power operated window, partition or roof panel system may close if it meets the following requirements—

(1) While closing, the window, partition or roof panel system must reverse direction before contacting, or before exerting a squeezing force of 100 newtons or more on, a semi-rigid cylindrical rod from 4 mm to 200 mm in diameter that has the force-deflection ratio described in S5(c), and that is placed through the window, partition or roof panel system opening at any location, in the manner described in S5(b); and

(2) Upon such reversal, the window, partition or roof panel system must open to one of the following positions, at the manufacturer's option:

(i) A position that is at least as open as the position at the time closing was initiated;

(ii) A position that is not less than 125 millimeters more open than the position at the time the window reversed direction; or

(iii) A position that permits a semi-rigid cylindrical rod that is 200 mm in diameter to be placed through the opening at the same contact point(s) as the rod described in S5(a)(1).

(b) The test rod is placed through the window, partition or roof panel opening from the inside of the vehicle such that the cylindrical surface of the rod contacts any part of the structure with which the window, partition or roof panel mates. Typical placements of test rods are illustrated in Figure 1.

(c) The force-deflection ratio of the test rod is at least 65 N/mm for a rod 25 mm or smaller in diameter, and at least 20 N/mm for a rod larger than 25 mm in diameter.

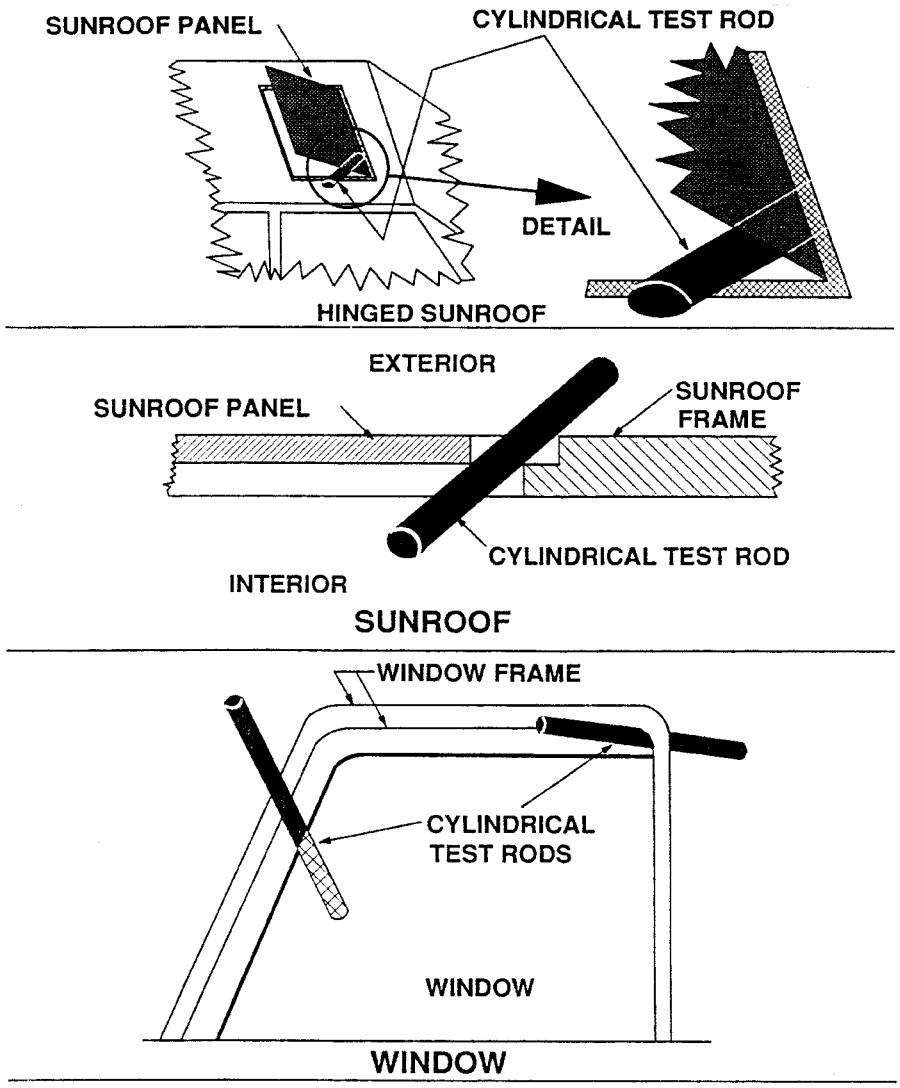

Figure 1 - Typical Cylindrical Test Rods Protruding through Sunroof and Window Daylight Openings

[56 FR 15294, Apr. 16, 1991, as amended at 57 FR 23963, June 5, 1992; 57 FR 28012, June 23, 1992; 58 FR 16785, Mar. 31, 1993; 60 FR 13644, Mar. 14, 1995]

§571.119 Standard No. 119; New pneumatic tires for vehicles other than passenger cars.

S1. *Scope.* This standard establishes performance and marking requirements for tires for use on multipurpose passenger vehicles, trucks, buses, trailers, and motorcycles.

S2. *Purpose.* The purpose of this standard is to provide safe operational performance levels for tires used on motor vehicles other than passenger cars, and to place sufficient information on the tires to permit their proper selection and use.

S3. *Application.* This standard applies to new pneumatic tires designed for highway use on multipurpose passenger vehicles, trucks, buses, trailers, and motorcycles manufactured after 1948.

S4. *Definitions.* All terms defined in the Act and the rules and standards issued under its authority are used as defined therein.

Light truck tire means a tire designated by its manuafacturer as primarily intended for use on lightweight trucks or multipurpose passenger vehicles.

Model rim assembly means a test device that (a) includes a rim which conforms to the published dimensions of a commercially available rim, (b) includes an air valve assembly when used for testing tubeless tires or an innertube and flap (as required) when used for testing tubetype tires, and (c) undergoes no permanent rim deformation and allows no loss of air through the portion that it comprises of the tire-rim pressure chamber when a tire is properly mounted on the assembly and subjected to the requirements of this standard.

S5. *Tire and rim matching information.*

S5.1 Each manufacturer of tires shall ensure that a listing of the rims that may be used with each tire that he produces is provided to the public. For purposes of this section each rim listing shall include dimensional specifications and a diagram of the rim. However a listing compiled in accordance with paragraph (a) of this section need not include dimensional specifications or a diagram of a rim if the rim's dimensional specifications and diagram are contained in each listing published in accordance with paragraph (b) of this standard. The listing shall be in one of the following forms:

(a) Listed by manufacturer name or brand name in a document furnished to dealers of the manufacturer's tires, to any person upon request, and in duplicate to: Docket Section, National Highway Traffic Safety Administration, 400 Seventh Street SW., Washington, DC 20590; or

(b) Contained in publications, current at the date of manufacture of the tire or any later date, of at least one of the following organizations:

The Tire and Rim Association
The European Tyre and Rim Technical Organisation
Japan Automobile Tire Manufacturers' Association, Inc.
Deutsche Industrie Norm
British Standards Institution
Scandinavian Tire and Rim Organization
The Tyre and Rim Association of Australia

S5.2 Information contained in a publication specified in S5.1(b) which lists general categories of tires and rims by size designation, type of construction, and/or intended use, shall be considered to be manufacturer's information pursuant to S5.1 for the listed tires, unless the publication itself or specific information provided according to S5.1(a) indicates otherwise.

S6. *Requirements.* Each tire shall be capable of meeting any of the applicable requirements set forth below, when mounted on a model rim assembly corresponding to any rim designated by the tire manufacturer for use with the tire in accordance with S5. However, a particular tire need not meet further requirements after having been subjected to and met the endurance test (S6.1), strength test (S6.2), or high speed performance test (S6.3).

S6.1 *Endurance.*

S6.1.1 Prior to testing in accordance with the procedures of S7.2, a tire shall exhibit no visual evidence of tread, sidewall, ply, cord, innerliner, or bead separation, chunking, broken cords, cracking, or open splices.

S6.1.2 When tested in accordance with the procedures of S7.2:

(a) There shall be no visual evidence of tread, sidewall, ply, cord, innerliner, or bead separation, chunking, broken cords, cracking, or open splices.